

UNION STOCK YARD  
(Ogden Union Stockyards)  
550 West Exchange Road  
Ogden  
Weber County  
Utah

HALS UT-5  
*HALS UT-5*

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

HISTORIC AMERICAN LANDSCAPES SURVEY  
National Park Service  
U.S. Department of the Interior  
1849 C Street NW  
Washington, DC 20240-0001

## HISTORIC AMERICAN LANDSCAPES SURVEY

### UNION STOCK YARD (Ogden Union Stockyards)

HALS NO. UT-5

Location: 550 West Exchange Road, Weber County, Ogden, Utah. It is bounded by a bow of the Weber River on the east and the north and by Exchange Road on the south.

Zone 12 416992mE 4564214 mN; Zone 12 417227 mE 4564352 mN;  
Zone 12 416965mE 4564581 mN; Zone 12 416714 mE 4564517 mN

#### Latitude, Longitude

41.22506, -111.99037;  
41.22632, -111.98758;  
41.22836, -111.99074;  
41.22776 , -111.99372

Present Owner: Ogden City

Present Occupant: Vacant

Present Use: Vacant

Significance: The significance of the Union Stock Yard site for National Register of Historic Places (NRHP) eligibility has been evaluated and determined by others. This survey confirms and supports their findings, noting that despite deterioration, the Union Stock Yard site retains enough character-defining features to convey a sense of its historical significance as an industrial agriculture operation under all seven measures of integrity.

Balle recorded on his 1992 Historic Site Form that the property was significant for its association with four historic themes: agriculture, architecture, commerce and industry.

In her 2014 Cultural Resource Assessment, Ellis, using regulatory standard evaluation methods (36 CFR 60.4, NPS Bulletin 15), recommended that the site be determined eligible for its association with events that have made a significant contribution to the broad patterns of our history, citing the following justification.

During its heyday, the Union Stock Yard was a key fixture in (the) largest livestock market west of Denver. The activities at the yard brought Ogden national attention as a livestock center. The rise of the livestock shows, auctions, etc. at the site spurred the local and regional livestock industry, thereby physically shaping the

development of the agricultural landscape both near and far. The site retains integrity of location and sufficient integrity of design, workmanship, materials, setting, feeling, and association to convey its connection to the historical period and its function. (21-22)

Historian: Susan Crook

Purpose of Project: Ogden City, using funding from the U.S. Department of Housing and Urban Development (HUD), plans to demolish existing buildings, structures, and archaeological features at approximately 550 West Exchange Road in Ogden, Utah, to develop a new business park and open space area known as the Ogden Business Exchange. The use of HUD funding makes the project an undertaking subject to review under Section 106 of the National Historic Preservation Act, 16 U.S.C. § 470f, and its implementing regulations, 36 CFR Part 800. HUD has designated the City as the Responsible Entity for carrying out the Section 106 review.

The City has determined that the undertaking would have an adverse effect on the Union Stock Yard site and the eight buildings associated with it at 550 and 610 West Exchange Road, all of which have been determined eligible for listing on the National Register of Historic Places.

The Memorandum of Agreement between Ogden City Corporation, The Utah State Historic Preservation Officer, and Consulting Parties Regarding the Ogden Business Exchange in West Ogden stipulates in Section I.A. that the City shall prepare documentation to the standards of the Historic American Landscapes Survey (HALS) for the stockyard archaeological features, the seven associated buildings at 550 West Exchange Road (Buildings 1, 5-9, and 11), and the one associated building at 600 West Exchange Road (the Union Livestock Exchange Building).

## **PART I. HISTORICAL INFORMATION**

### **A. Site Development History**

#### **Introduction**

The Union Stock Yard (historical name Ogden Union Stockyards) was the unloading center for cattle, sheep and hogs destined for the large packing plant on the east bank of the Weber River, a feeding and watering stop for livestock in transit for longer than thirty-six hours to other destinations, and the venue for a major annual livestock show and auctions. The facilities were similar to those at other large stockyards, with acres of open and covered pens, loading and unloading chutes ranged along railroad sidings, livestock barns, hay sheds, scale houses, show pavilions, auction rings, and a livestock exchange building where business was conducted by the

stockyards management company along with commission firms, order buyers and traders, a district office of the U.S. Department of Agriculture, and railroad companies.

The first major period of development was from 1916 to 1931. The location and layout of the principle site features was established with the initial construction of the Ogden Union Stockyards by a group of prominent Ogden businessmen in 1916-17. The need for an office building for the management staff and brokers, and a show barn for the annual Ogden Livestock Show begun in 1919 was met with their addition in 1922. The expansion of the stockyards during the late 1920s and early 1930s included the construction of major architect-designed buildings to accommodate both animals and people, reinforcing Ogden’s growing prominence as the livestock center of the intermountain west.

There was a lull in development from 1935 through the 1940s. The level of activity at the Ogden Union Stockyards remained high after its forced sale to the Denver Union Stock Yard Company in 1935, but expansion of the physical facilities slowed during the management transition and then was suspended until after World War II with both labor and materials in short supply. The 1939 Coliseum Annex was the only significant building to be completed by the new managers. Improvements at the yards after the war consisted of the construction of eighty new sheep pens using army surplus lumber and the addition of several outbuildings.

The second and final major site improvements project occurred in 1954, but did not include any new buildings. The continuing strength of the intermountain sheep market during and after World War II kept the Ogden stockyards and packing plant busy through the 1950s and into the early 1960s, despite the decline of cattle and hog sales and processing in Ogden. After years of discussion and delays, the modifications undertaken and completed in 1954 gave the Ogden Union Stockyards its final appearance with the railroad tracks relocated from the middle to the north of the site and construction of the signature pyramidal loading chutes on the raised concrete dock.

The table below summarizes the changes that occurred on the site as the Ogden Union Stockyards prospered, declined, and finally closed and was neglected when the operation no longer contributed to the region’s economy.

**Table 1. Periods of Development and Decline**

Establishment and Early Growth 1916-1925	1916-17	Ogden Union Stockyards built by Ogden businessmen on south side of site west of Weber River; facilities included pens, scale house, sheep barn, hog barn, loading chutes, railroad spur
	1918	Forty horse pens added
	1922	First livestock show coliseum and exchange building constructed
Expansion 1926-40	1926	New coliseum completed; original coliseum remained and labeled “Sheep Shed” on 1931 site plan; April 7 newspaper article reported sheep barn with 10,000 head capacity (probably original coliseum) and tree-shaded pens for up to 30,000 sheep
	1929	Addition constructed on north side of coliseum

	1930	Original sheep barn demolished; new barn for 12,000 sheep dedicated with governor in attendance; railroad bridge widened to allow second railroad lead through middle of yard; number of loading/ unloading pens doubled; pedestrian viaduct to sheep barn built; three-bay truck-in division barn completed
	1931	Hodgson & McClenahan-designed exchange building completed; original exchange building demolished
	1935	Ogden Union Stockyards sold to Denver Union Stock Yard Company; improvements halted during management transition
	1939	Coliseum annex dedicated; 40' x 70' auction barn built behind Exchange Building
War and Aftermath 1941-1949	1947	80 new sheep pens built with army surplus lumber on former site of tree-shaded pens
Modernization and Change 1950-1960	1952	Two all-steel hay sheds and a fifty-foot concrete deck livestock scale added
	1954	Three existing railroad tracks running through middle of yards moved to north side of sheep division for total of nine tracks around north side of sheep division; 20-car concrete loading/ unloading dock with 40 chute pens (two pens per chute) built along track No. 1 (south track); tracks, cattle and sheep docks down middle of yards removed; new pens and alleys built in their place to connect south side cattle division with north side cattle and sheep yards
End of an Era 1961-1971	1962	Sheep auction arena built
	1971	Stockyards closed
Neglect and Renewal 1993-present	1993	Coliseum and annex destroyed by arson-caused fire
	2014	Ogden City RDA project will rehab Exchange Building, demolish remaining buildings, retain some iconic site features

### **Establishment and Early Growth**

The Ogden Standard's March 16, 1916, spread headline proclaimed, "Big Packing Plant and Stockyards," with the subheading, "Half a million dollars to be expended in new work." A third subheading continued, "Buildings of great size to be erected west of the viaduct, and stockyards of most modern construction to be established on 70 acres of ground across Weber River near packing houses. Work starts on stockyards this week."

The Ogden Packing Company (later known as the Ogden Packing and Provision Company) had modest beginnings in 1901 with a capital outlay of \$7,500 (Murphy1996). At the March meeting in which funding for the new packing plant was approved, the principal stockholders, Lars Hansen, president; Fred J. Kiesel, vice president; S.S. Jensen, secretary; James Pingree, treasurer, and Charles Zeimer, organized the Ogden Union Stockyards Company, allocating \$100,000 for construction of sheds and pens (Ogden Standard, March 16, 1916, 1; May 13, 1916, 11).

The March 16, 1916 article that announced the start of construction on the stockyards reported that "concrete floors would cover the entire area as a sanitary measure and the very latest

improvements would be made part of the enclosures, so that when completed, the yards would be more modern than those of Chicago.” The next paragraph stated that an architect from Chicago would be coming to Ogden to design the new packing plant, but did not indicate whether he would also consult on the layout and design of the Union Stockyards sheds and pens. Within two months, expert packing house architect H.P. Henschien, had not only visited the site but had sent plans for the new pork packing facility to the Ogden Packing and Provision Company (Ogden Standard, May 13, 1916, 11)

A page three article in the November 11, 1916, Ogden Standard boasted of 500 men at work on the new packing house for the Ogden Packing and Provision Company and the company stockyard and barns across the river next to the Ogden Union stockyards. James Stewart and Company was identified as the contractor laying concrete and placing posts for the pens in the packing company stockyards. The article noted that another force of men was finishing grading at the Union Stockyards and would start concrete the next day, but did not say if the men were part of the James Stewart labor force.

A photograph of the new stockyards looking west across the Weber River from the packing house site appeared on page seven of the May 12, 1917, Ogden Standard. An excerpt from the lengthy caption read as follows:

The Union stockyards of Ogden, located on the banks of the Weber River, is declared by stockmen to be the finest stockyards in the entire west. The sheep and hog yards are all under roof, two mammoth sheds of heavy construction covering these pens. The flooring is entirely of concrete with excellent drainage facilities and a complete sewerage and water system. Concrete troughs are used with the latter.

Cattle and horses are placed in heavily constructed pens, connected by runways to both the scales house and the loading chutes. These outside yards are also built with concrete flooring and the same facilities as the covered yards.

The private yards and barns of the packing company are in the middle left of the picture. The Union Stockyards hog and sheep sheds are the long, low structures stretching from the middle of the image to its right edge just above the packing company sheds and pens. The sheep south end of the sheep shed is just visible behind the hog shed.

The provenance of the concrete, posts, boards, hardware, pipes and other materials used to build the stockyards is unknown. There were three Portland cement plants operating in the vicinity that could have supplied the cement for the concrete paving. Utah’s first cement production came from a plant built by the Portland Cement Company of Utah (later known as Utah Portland Cement Company) in Parley’s Canyon on a spur of the Rio Grande Western Railroad. The Union Portland Cement Company formed by a group of Ogden businessmen in 1904 began production in 1907 at a plant near Devil’s Slide in Weber Canyon along the route of the Denver and Rio Grande Western Railroad. The Ogden Portland Cement Plant near Brigham City was in full production by 1910, served by a spur of the Oregon Short Line Railroad. (Strack 2012; Romney 1963, 227)

Within two years of their initial construction the stockyards had an addition. An article on page seven of the March 25, 1918, Ogden Standard declared, "On account of the increase in the business of the Ogden Union Stock Yards, it was found necessary to build many more pens. Work on the building of the pens began a week ago. Forty pens, each 40 feet square and covered so as to make them into ventilated sheds are being built by Contractor C. J. Humphries, who has a force of carpenters rushing the sheds and pens to completion. These sheds are for the accommodation, of the horses that are constantly coming in to Ogden."

A front-page article about the third annual Ogden Livestock Show in 1922 announced that the big, well-lighted coliseum was ready. The 150' x 300' coliseum built by the Union Stockyards company had been turned over free of charge to the show by stockyards manager Lester Whitlock. (Ogden Standard Examiner, January 1, 1922, 1)

An office building for the commission companies that bought and sold livestock at the stockyards was under construction by April 1922. "Improvements which will represent an expenditure of approximately \$50,000 are under way at the Union stockyards. The largest single improvement will be the erection of a new livestock exchange building with 24 offices which will afford ample room for the commission companies which are represented in Ogden. This building will cost \$20,000." (Ogden Standard-Examiner, April 30, 1922, 9)

A photograph of the new two-story, brick and concrete flat-roofed exchange building was published in the August, 1922 Southern Pacific Bulletin. The article noted that the Southern Pacific was asked to cooperate in providing the railroad facilities for the Ogden Union Stockyards company when it was organized. The stockyards were described in glowing terms.

All the pens are strictly up to date, having sanitary troughs and feed racks. Pure artesian water from Ogden Canyon furnishes the water supply. The best quality of alfalfa hay is furnished at reasonable cost.

Shed room for 40 decks and shade trees in the feed lots for lambs in the summer is a part of these facilities. Six double deck chutes, electric lights throughout, and excellent service day and night are other features that appeal to stock men. (Bancroft, Aug 1922, 16-17).

The 1922 exchange building is at the center left of a 1930 oblique aerial photograph (Image 1) taken from a viewpoint looking northwest from below the center of the site (WSU, Photo No. 011). The image shows a large structure north of the exchange building with a painted sign declaring it to be the Livestock Show Coliseum. A smaller monitor roofed building running north-south is centered on the immediate east side of the coliseum. The large monitor-roofed sheep barn, longer and narrower from north to south than the coliseum, is located to the east across four rows of pens grouped in sets of ten subdivided by east-west and north-south runways. The barn's north end is two pen-widths short of aligning with the north end of the coliseum and its south end is nearly on axis east-west with the north side of the exchange building.

Three rows of cattle cars are parked on sidings north of the coliseum and the large barn. The portion of the site visible beyond the railroad cars is mostly wooded, the shaded feed lot for lambs identified by Bancroft. Trees line the open channel of the Hooper Canal that parallels the north side of Wilson Lane (later Exchange Road) in the bottom left corner of the photograph. A row of power poles is on the south side of the road. The part of the site in the lower right quadrant of the image is open, undeveloped land. Geometric outlines on the ground plane in the lower right corner suggest foundations of small, demolished buildings.

Pairs of the pedestaled concrete watering troughs, extant on the site at the time of this survey, are visible running east-west at the intersecting corners of the north sides of the pens. An elevated walkway with protective guard rails begins with a flight of step about thirty to forty feet from the exchange building's east entrance. The walkway drops down to a lower level near the center of a pen at the southeast corner of the large monitor roofed barn. More pens of various sizes are located east of the large barn and south of the walkway.

A view along this walkway looking east from the end of the upper tier in a photograph dated October 25, 1922, shows the large monitor-roofed hog barn just north of the walkway beyond three more groups of pens (Ogden Standard-Examiner, October 29, 1922, 10). The photograph was credited to Goshen Studio, Ogden, Utah. The article below it stated that predictions were already being made that the new exchange building that was just completed would need additions to handle the increased activity at the yards. At the far right edge of the image there appear to be men digging postholes for a new set of pens adjacent to the row south of the elevated walkway. These pens are finished in the 1930 aerial (Image 1) showing the 1922 exchange building.

## **Expansion**

By 1926 the stockyards had been expanded with enough yards, pens and loading facilities to accommodate 250 carloads of cattle, 200 carloads of sheep and 100 carloads of hogs. The March 7, 1926, Ogden Standard-Examiner reported that a large sheep barn adjacent to the loading chutes had the capacity to house 10,000 sheep. In addition to the barn, the article described the outdoor summer sheep pens.

To take care of the summer sheep and lamb shipments, a large area has been set aside which will accommodate 30,000 sheep or lambs. Shade trees are scattered throughout the pens, giving ample protection from the sun. Concrete watering troughs and up-to-date feed racks are constructed in each pen. These sheep feeding pens are pronounced by shippers as the most modern and convenient to be found.

The Ogden Livestock Show begun in January 1919 had grown every year to the point that it outgrew its quarters in 1925. A new \$100,000 coliseum funded by Ogden businessmen was constructed in a record fifty-four days and was ready to house the seventh annual show January 5-9, 1926. The coliseum, constructed of concrete, brick and steel, measured 175' wide by 320' long. It was proclaimed one of the finest livestock coliseums in the United States (Ogden Standard Examiner, March 7, 1926, 17). An addition to the north side of the coliseum with a

floor area of 94' x 175' feet was completed in December 1929 in time for the January 1930 livestock show. A second floor in the addition, entered from the balcony of the main structure, had a 90' x 50' foot floor area (Ogden Standard-Examiner, December 25, 1929, 22).

The beginning of the 1930s saw a flurry of construction at the Ogden Union Stockyards in a half million dollar improvement and expansion campaign that included truck-in facilities, a new sheep barn, expanded railroad service, doubling of the loading and unloading chutes, and the beginning of construction on a new livestock exchange building.

Some producers were beginning to truck their livestock to the yards by the late 1920s as highways radiating from Ogden improved. The pending completion of a section of thirty-six new covered pens with unloading chutes costing approximately \$15,000 was announced by stockyards manager L.F. Whitlock in a May 11, 1930, column in the Agriculture section of the Ogden Standard-Examiner. Interior and exterior views of the completed truck-in barn and the new Truck-in Division entrance gate and sign were shown in the August 31, 1930, edition of the newspaper.

Thirteen years to the day after the stockyards opened the large sheep shed in the middle of the complex was being torn down and moved to a location in the sheep section north of the unloading docks to make room for more cattle pens. The sheep shed played a historic role in the development of the Ogden Union Stockyards as the location of the Ogden Livestock Show on January 6, 1920 (Ogden Standard-Examiner, April 6, 1930, 14). The start of construction on a new \$100,000 sheep barn to meet the needs of Ogden as a growing sheep market was reported in an April news article. The barn was dedicated on August 25, 1930, at a dinner set in the main alley of the huge new structure that was attended by 200 livestock and business men at which Governor George H. Dern was the first of many speakers (Ogden Standard-Examiner, August 26, 1930, 1).

The actual cost of the new sheep barn was cited as \$60,000 in the article about its dedication. Its size was given as 286' long and 243' wide with a capacity of 12,000 sheep. Each pen was big enough to hold a single railroad car deck of sheep, arranged so that separate shipments could be segregated and kept from comingling.

On June 14, 1930, Whitlock stated that more loading and unloading pens would be built immediately, doubling the facilities available to handle the increased number of livestock arriving at the yards. The railroad terminal company was cooperating with the stockyards to widen the bridge across the Weber River with two leads into the yards. This would allow two engines to work the cars on the sidings and enable simultaneous loading and unloading of livestock. The new docks were to be built on the tracks running north of the sheep division (Ogden Standard-Examiner, June 15, 1930, 14). The railroad trackage widening project was underway by the end of October, according to a newspaper report citing stockyards president James H. DeVine as the source. A section of new unloading chutes had been completed, and a new pedestrian viaduct was being built across the track. The viaduct would make it possible to walk from the exchange building and the cattle division to the new sheep house without having to cross the tracks on grade (Ogden Standard-Examiner, October 29, 1930, 10).

George Whitmeyer and Sons, contractors, began work on the new \$100,000 livestock exchange building September 10, 1930. The building, designed by the Ogden architectural firm Hodgson and McClenahan, was described as follows.

The building will be 175 feet long and 50 feet wide, fronting on Wilson Lane (later renamed Exchange Road). It will be built of reinforced concrete with brick facing and will contain rooms for 50 offices, a lobby that will extend through both stories, a fountain lunch, barber shop and shower room.

Besides the actual construction of the building there will be a certain amount of landscaping done to the grounds. The trees bord(er)ing the canal which parallels Wilson Lane will be removed and that space graded into parking room with concrete bridges across the canal to the road. (Ogden Standard-Examiner, September 10, 1930, 1; October 19, 7)

The article noted that the new building would provide offices for the stockyards manager L.F. Whitlock and his staff, commission firms, and the railroads. The current exchange building was to be demolished on completion of the new exchange, but the building then used by Whitlock and his staff was on the site of the new building and had to be torn down immediately. The new exchange building was scheduled for completion by January 1931.

Work on the exchange building continued throughout the winter as weather permitted, delaying its completion until May. The official opening date was Saturday, May 23, 1931, with public tours Thursday and Friday prior to the dedication. The exchange building exemplified the prestige of the livestock industry in Ogden. The furnishings and materials were the best, with rubber tile on the floors, attractive lighting fixtures, and a three-unit modern gas furnace. The lobby was ranked as one of the most beautiful in any modern building in the west. The interior decoration was by Clawson from Salt Lake City, two mural paintings by Paul Clowes were on display, and the grounds were reported to be attractively parked. (Ogden Standard-Examiner, May 17, 1931, 14)

The Denver & Rio Grande Western Railway built a branch track from its main line at the Weber River bridge to the Ogden Union Stockyards in 1933 at a cost of between \$20,000 and \$30,000. The new track served both the cattle and sheep yards, requiring the construction of new loading and unloading chutes. The trackage was planned in 1931, but was delayed by negotiations for the location of the tracks into the yards. The new spur allowed shipments of livestock to be switched from the Ogden mainline without having to go through the Ogden railway yards, reducing costs and expediting shipments from the east and south. (Ogden Standard-Examiner, October 4, 1931, 14; April 26, 1933, 2; May 10, 1933, 10)

On March 20, 1935, the trustees of the Ogden Livestock Show approved preliminary plans for an addition to the coliseum to be built on Wilson Lane between A and B streets. The trustees appointed a leasing and contracting committee composed of George S. Eccles, chairman; E.J. Fjelsted, secretary; and R. W. Warnick, assistant secretary; to make arrangements with the

Works Progress Administration (WPA) for funding, with the hope that the community would not have to pay more than \$50,000 of the estimated \$150,000 cost. Eber F. Piers was named as the architect (Ogden Standard Examiner, March 21, 1935, 5). The coliseum annex was not constructed as first proposed.

The mid-1930s was a time of disruption and reorganization for the Ogden Union Stockyards. When the Ogden Packing & Provisioning Company became the American Packing & Provisioning Company (“Mountain Brand Products”) in 1924, it bought control of the Ogden Union Stockyards company, which remained under its control until 1935 when a federal court decision prohibited any packing house in the country from owning or having any interest in any stock yard (Strack, 2013).

Rumors of the sale of the Ogden stockyards to the Denver Union Stock Yard Company reported in the Ogden Standard-Examiner on January 4, 1936 were confirmed in a page one headline on January 5. H.E. Hemingway, president of the American Packing and Provision Company signed the sales contract with the agent for the Denver stockyards, Arthur Bosworth of the investment banking firm Bosworth, Chanute, Loughridge & Company of Denver, who was also a director of the General Stockyards Corporation which had stockyards holdings throughout the nation. The value of the deal was \$550,000 plus \$50,000 in inventory for the seventy-acre Ogden property that included thirty acres of pens, barns, railroad spurs, truck loading stations and other equipment.

A consequence of the sale was a flurry of upper level management changes and several years of delays in the implementation of pledged improvements at the Ogden facility. The new owners promised to continue upgrades at the stockyards and to maintain the annual Ogden Livestock Show, but maintenance of the show was contingent on public support. The Standard-Examiner reported that tentative plans for increasing the capacity of the yards were tendered by the new manager brought in from Denver, J.E. Daugherty, when he saw the reports of increased sales of March 1936 over the prior year, but only if the gains continued.

The livestock show did go on. An advertisement in the January 10, 1937, Ogden Standard-Examiner for the 1937 Ogden Livestock Show declared it to be “The Greatest Ever” and featured an oblique aerial photograph of the stockyards taken from the southwest. The principle site features were numbered and identified in the following key (parenthetical text added for clarification).

No. 1 is the stock show arena (pavilion) with the hog barns adjoining (on the north). No. 2 is the cattle pens, concrete paved, which can handle 7000 animals at a time. No. 3 is the concrete and brick livestock exchange building, which was built in 1931. The horse and mule market is housed in the building marked by arrow No. 4 (left of the exchange building) and No. 5 points to the sheep barns, also built in 1931 (at the far left). An open air sheep feeding yard, with shade trees, is pictured just beyond the sheep barns.

Proposals to build a new multi-purpose coliseum on property abutting the city’s municipal stadium were being floated by the Ogden Boosters Club in 1937, but the deal depended on

selling the coliseum on the stockyards property (Ogden Standard-Examiner, March 14, 1937, 12; April 7, 1937, 5). Instead, reports throughout the year showed the Boosters in talks with the stockyards owners for a junior division annex adjacent to the coliseum, originally approved as a 90' x 300' frame structure by the Weber County Commission. The Ogden Union Stockyards company, which pledged half the cost of the estimated \$12,000 annex, insisted on having the plans and specifications prepared in Denver. The cost had escalated to \$20,000 when livestock show President George S. Eccles announced the new building would not be ready for the 1938 show (Ogden Standard-Examiner, November 11, 1937, 14).

The new brick structure, 80' wide and 200' long, was begun June 1938. Its final cost was \$25,000, shared equally by the Ogden Union Stockyards company and the Ogden Livestock Show. It was dedicated February 12, 1939, as the highlight of the annual stock show.

The Ogden City Commission approved the Ogden Union Stockyards company request for a \$4,000 permit to build a new 40' by 70' auction barn behind the exchange building at the beginning of August 1939. The first sale was held in the new ring on August 23 (Ogden Standard-Examiner, August 1, 1939, 5; August 23, 1939, 5). A 1940 aerial (Image 2) taken from the northwest showed the improvements completed in the previous decade (WSU, Photo No. 001).

The Ogden Livestock Show was held twice in 1940. The twenty-first annual show was conducted in January, and a new fall show was inaugurated in November. After twenty-one years as a breeders' show with the principal aim being the improvement of livestock, the show came of age as a marketing venue for producers. Show President George S. Eccles declared it would be the center of the Golden Spike stock show circuit, which, in addition to the Ogden show, included shows at Portland, San Francisco, Los Angeles, Kansas City and Chicago (Ogden Standard-Examiner, November 7, 1940, 15).

An oblique aerial photograph with the packing plant in the foreground and stockyards behind was published on page 18 of the February 4, 1940, Ogden Standard-Examiner under the banner, "Here's Heart of Ogden's Rapidly Growing Livestock Industry." The caption described the scene thus:

HOME OF CHOPS, STEAKS...Ogden's vital livestock industry is equipped with facilities of housing, transportation and slaughter second to none in the west, as is demonstrated in this view from the air. Across the Weber river (sic) are shown buildings and corrals that receive thousands of cattle, sheep and swine each year, either for sale on the Ogden market or for water and feed during transcontinental shipments. Spur tracks feeding into the nation's great railroad systems have been built alongside the loading points, as noted in top center of the photo. In the foreground is seen the huge \$130,000 brick and steel coliseum that houses the annual Ogden livestock shows, fourth largest exhibition of its kind in the nation. At lower right is the American Packing and Provision company (sic), ideally located to process the animals and ship them out as chops, steaks, "ribs" and other tasty dishes to all points in the United States. The river running between affords excellent sewage facilities, a vital element of such an enterprise.

## **War and Aftermath**

Business was brisk at the Ogden Union stockyards during World War II, but labor and materials were scarce, and few improvements were made to the physical facilities during the war. R. C. Albright, stockyards manager, reported 2,151,000 livestock of all kinds was received in 25,080 rail cars in 1945, testing the facility to the utmost to handle the influx. He noted the stockyards company was drawing up plans for improvements as soon as materials became available (Ogden Standard-Examiner,

The Ogden Livestock Show limped along in tents and borrowed stockyards buildings during the war with the coliseum and annex being used as storage space for the army supply depot in Ogden. The junior division of the silver anniversary show held November 7-10, 1943, was staged in the sheep barn, with judging in a large tent on the west side of the cattle barn. Italian prisoners of war from the internment camp in Ogden, who staffed the depot storage in the coliseum and annex, were loaned to the stock show by the army along with Ogden City prisoners to make preparations for the show. The newspaper reported that the Italian prisoners were allowed to use fertilizer from the stock pens on their gardens in the internment camp (Ogden Standard-Examiner, November 3, 1943, 2).

The success of the 1946 livestock show, again in tents with the coliseum still under the command of the supply depot, brought renewed calls for expanded show facilities in a newspaper column in the November 4, 1946, Standard-Examiner. Stockholders of the show proposed large buildings east of the coliseum for the exhibits with the coliseum reserved for judging. The show had grown to be the fourth largest in the nation, with approximately 145,000 square feet of roofed area needed to exhibit the cattle, sheep and hogs in the show classes, and four acres of pens required to exhibit the entries in the pens and carloads classifications. The author compared the 1946 space needs with the single 40' x 100' foot tent set up on the current site of the exchange building that housed the entire exhibit area of the first exposition twenty-eight years earlier.

The warehousing division of the war assets administration announced that its lease on the coliseum would expire on March 1, 1947. It had been taken over by the U.S. government in 1941 for use as an armory and warehouse. The livestock show's trustees began readying the facility for the November show, starting with the sale of 275,000 feet of two-inch lumber of varying lengths that had been used as flooring and was turned over to the stock show by the government. The successful bidder in a field of eight was the Ogden Union Stockyards Company (Ogden Standard-Examiner, March 9, 1947, 33).

The purchase of the lumber was the catalyst for an \$80,000 improvement project to build eighty new sheep pens at a cost of \$1,000 each. The pens were built on the sheep division site originally developed with dirt floor pens that were unusable in winter. The new pens, each with the capacity to hold a 250-head carload of sheep, had concrete floors, sewers, mangers, watering troughs and other fittings making them usable year-round so that cattle could be housed in the pens when the sheep season was over. A newspaper photograph shows a range of completed

pens, the one in the foreground filled with sheep feeding from a free-standing manger (Ogden Standard-Examiner, September 2, 1947, 13).

### **Modernization and Change**

The 1950s brought a major modernization project to the stockyards and a change in the name and ownership of facilities for the Ogden Livestock Show. The stock show had expanded to include two expositions. The third annual Junior Fat Stock show was advertised for August 1-2, 1950, and the thirty-second annual Ogden Livestock Show for November 11-15. A February 19 newspaper headline proclaimed, "Stock show trustees plan to spend half a million for facility improvement." President George S. Eccles said they would double the roofed area and use the buildings year-round as exhibit space for industrial shows, commercial displays, hay and grain shows, and dairy cattle shows. The upgrade in facilities had begun November 1949 with the completion of a \$29,000 auction sales pavilion. Improvements continued in 1951 with the letting of an \$11,300 contract to J.L. Aiken for construction of a livestock wash rack under the arena stands, toilet and shower facilities for the boys' dormitory, and a restroom for women. (Ogden Standard-Examiner, February 19, 1950, 60; July 4, 1950, 3).

In 1952 Ogden's nationally-known livestock show nearly met its demise when the new Weber County Assessor, Bruce Jenkins, declared that the coliseum owned by the non-profit association did not qualify as a charitable operation and would be taxed as real property. The 1952 tax assessment of \$2,732.92 was more than the association could afford. The trustees offered the structure to Weber County in lieu of taxes with a stipulation that they still be able to lease the facility for their shows. The issue was not resolved until two years later when the county commission accepted title to the coliseum and cleared the \$5,464 tax debt. In 1956 stock show President Rulon P. Peterson announced the association's purchase of the 1938 coliseum annex from the Ogden Union Stockyards Company and its donation to Weber County in an arrangement similar to that for the coliseum. The annex, valued at \$100,000, was discounted to the livestock show for \$20,000 by the stockyards company, assuring the continuation of the stock show unfettered by property taxes. (Ogden Standard-Examiner, January 24, 1954, 27; September 2, 1954, 8; September 8, 1954, 12; January 8, 1956, 11)

The Ogden Livestock Show went on each year with strong local and national support despite the tax dispute. Its stature as a nationally important show was elevated in March 1955 when stock show President Rulon P. Peterson announced it would hereafter be known as the Golden Spike National Livestock Show at Ogden. An advertising campaign and plans to enlarge the coliseum facilities were reported in the article on page sixteen of the Ogden Standard-Examiner. The prestige of the show was reinforced by its designation as "Hereford Register of Merit Show" by the American Hereford Association and was chosen as the venue for the National Columbia Sheep Show and Sale.

The 1956 show benefited from a \$60,000 fundraising campaign to remodel the junior division annex into a modern judging and show ring with a concrete balcony around three sides. The show ring in the coliseum was closed and retrofitted with tie-racks for show herds (Ogden Standard-Examiner, November 13, 1956, 26). A sign of the changing times with the livestock

show's facilities under county ownership was the approval of \$51,000 for construction of an ice-skating rink in the coliseum annex within a year of its transfer to the governing body (Ogden Standard-Examiner, February 24, 1957, 50). Improvements to the coliseum and annex continued into 1959 with another \$8,000 spent that year. The section of the Hooper Canal in front of the county facilities was covered with concrete to increase the size of the parking lot. Cinderblock partitions for sheep were added to the northeast section of the coliseum so hogs could be housed in the rear of the annex, an improvement over the unheated hog sheds behind the coliseum. A new hot lunch room at the front of the coliseum made it unnecessary to leave events for meals (Ogden Standard-Examiner, November 1, 1959, 57).

The Ogden Union Stockyards declared it was the West's most progressive livestock market in a February 1951 advertisement featuring an oblique aerial photograph showing the extensive array of pens, loading chutes, railroad sidings, and expansive buildings. An article on page sixty-seven of the edition in which the ad was published declared that the Ogden Union Stockyards operation was like a kind of vast hotel for livestock, providing food, water and rest for stock in transit by railroad companies, and providing facilities for the buying and selling of stock. Plans for building more pens on the west side of the property, including new trackage arrangements, were divulged in the story. A story in February 1952 echoed the call for new facilities, but the major improvements promised earlier did not materialize that year.

Two new all-steel hay sheds and a new fifty-foot concrete deck livestock scale were built in 1952, as reported in the Standard-Examiner, but lower prices and a five-day closure as a result of flooding of the Weber River delayed expansion plans. The pending construction of a two-way steel and concrete bridge over the Hooper Canal to replace the wooden structure was announced in a February 22, 1953 article.

The \$350,000 expansion hinted at for several years finally got underway in October 1953. The railroads with lines into the yards paid \$178,000 with the \$165,000 balance footed by the stockyards, according to Vice President and General Manager R. C. Albright (Ogden Standard-Examiner, October 12, 1953, 12). The planned improvements were described as follows in a page one October 10, 1953, article.

The railroads have agreed to move three existing tracks running through the middle of the yards over to the north side of the sheep division. To offset this the stockyards company will give sufficient extra land for construction of two more tracks for storage of cars.

When this is done there will be nine tracks around the north side of the sheep division south of the Weber River. The two farthest north tracks will be kept for cleaning and sanding stock cars.

Along the south side of new track No. 1, which will accommodate 40 cars, will be constructed a new 20-car loading and unloading dock with 40 chute pens, or two pens for each loading chute. These will be built to fit 40-foot rail cars, now being more and more widely used by railroads.

After the new dock and tracks are finished next year, the three tracks down the middle of the yards will be taken up and present cattle and sheep docks removed.

New pens and alleys will take their place connecting the south side cattle division with the north side cattle and sheep yards.

The expansion was completed on October 15, 1954. The scope of the improvements described in a newspaper story Sunday morning, February 27, 1955, is outlined below.

- over 1,000 feet of 6' high concrete dock wall along the new tracks built by the railroads
- 22 new concrete chutes
- 2 pens at each chute, one each for the upper and lower decks of the cars
- 282 new pens, from small catch pens or scaling yard pens to 2-carload size
- 508 gates
- water tap, corn storage tank and steel straw shed between every other rail chute
- 10 acres of new concrete flatwork
- new truck-in division at west end of yards with several acres of parking
- 2 new carload cattle scales
- 2 miles of sewer and water lines
- thousands of yards of fill dirt for low areas at the new rail chutes and some pen areas

The new concrete chutes were state-of-the-art using stair-step construction with a 3:10 riser/tread ratio that reduced the chance of animals slipping or falling. The new ramps made it possible to load and unload all types of livestock at any chute, whether cattle, hogs, sheep or horses. Part of the reason for the large number of gates was the need for nine at each new concrete chute, with its upper and lower chute pens needing crowding and wing gates (wing gates being the ones that slide up to the stock car doors). The large pens around the north side of the sheep division had a gate at each end for convenience in yarding livestock from either the north or south alleys. Gates were also installed at intervals in the alleys to hold stock while other animals were moved to and from the rail chutes. A new split-type post was used in the pen construction. All of the posts were round, but split in half with the fence lumber placed through the middle of the posts instead of on the outside to reduce bruising of the livestock.

### **End of an Era**

The need for the large new truck-in facility completed in 1954 foreshadowed the declining rail transport of livestock and the relocation of slaughterhouses and packing plants closer to livestock producers who trucked their livestock directly to market. Railroad stockyards became obsolete, and the marketing of livestock at auction nearly so. The appropriation of farmland in Weber County for defense facilities during World War II, post-war urbanization, and economic diversification reduced the number of farms and the importance of agriculture in the Ogden area, and with it the prestige of the Golden Spike National Livestock Show.

Monday auctions begun at the Ogden Union Stockyards in 1939 were still attracting up to 20,000 buyers and sellers annually through 1961 (Ogden Standard-Examiner, February 25, 1962, 40).

The sheep market remained strong enough at the yards in 1962 to warrant an outlay of \$7,500 for the construction of a 60' by 100' open-ended sheep auction arena with laminated beams and a corrugated aluminum roof. It was adjacent to a scale, a more convenient location the former quarters in the northeast corner of the sheep barn that required moving the animals a longer distance for weighing (Ogden Standard-Examiner, June 27, 1962, 17).

The Ogden Standard-Examiner and Ogden Union Stockyards Manager W.R. Liberty continued to praise the economic value of the operation through the mid-1960s, but doubt was beginning to manifest itself in their reports. A February 6, 1963 editorial opened with, "Ogden Union Stockyards' increasingly important role in the *minds* (italics added) of Intermountain livestock producers is emphasized by the yards' 1962 report." The added value to producers of marketing their livestock at the Ogden yards was the opening statement in a newspaper op-ed by Liberty on their value to the local economy March 22, 1964. He argued that the economic impact of the stockyards on Ogden could not be underestimated. "The livestock industry pumped more than \$41 million into the Ogden area economy last year. More than \$4 million of this was salaries for more than 700 people. The other \$37 million was spent to purchase livestock sold through the Ogden Union Stockyards."

The article acknowledged a severe decline in cattle prices through 1963, lower hog prices, and a decrease in sheep receipts because of a ten percent decline in Utah and Idaho sheep production. Liberty bolstered his claims of the commitment and benefits of the livestock industry to Ogden by describing the construction of three new counter-balanced, adjustable chutes for unloading trucks, two new loading chutes for cattle leaving the yard, and giving more facts and figures about the added value of related payrolls and marketing efforts.

In addition to the payroll money, nearly all of the \$37 million worth of checks the stockyards company and the commission firms wrote in 1963 were spent in the Weber County area.

In 1963, livestock producers and feeders from Utah, Idaho, Wyoming and Nevada sole their livestock here to packers and feeders located in all areas from California to the Missouri River.

The stockyards company and the commission firms – John Clay & Co., Peck Bros. Livestock Commission Co., Ogden Livestock Auction Co., and producers (sic) Livestock Marketing Association – are engaged in a continual program of selling Ogden as the livestock marketing center for the intermountain area.

The total annual payroll of the stockyards company and the commission firms was about \$535,000 in 1963.

Approximately 43 independent livestock dealers, order buyers and state and federal employees of Swift & Co., Wilson & Co., and W.C. Parke & Sons and the total payroll in and around the stockyards is about \$3,840,000. (Ogden Standard-Examiner, March 22, 1964, 46)

A visionary plan for a \$30 million, seven-year modernization of the Denver Union Stock Yards , Ogden's parent company, into a multi-floor, air conditioned "stockmart" that would turn the industry on its collective ear had the Ogden yards buzzing when it was revealed. The article on page 14 of the March 18, 1965, Ogden Standard-Examiner was accompanied by an aerial of the Ogden yards with the facilities labeled, with a caption that read, "SPRAWLING STOCKYARDS – This aerial photo shows Ogden Union Stockyards Co. property as it is today. With the 'new look' being given the Denver, Colo., yards, who knows what changes the future holds for changing this scene in Ogden?"

The outlook for the stockyards seemed to be improving with more than \$52 million worth of livestock going through the facility in 1965 and a payroll of about \$5 million. Prices for all classes of livestock were up, but quantities going through the yards were down (Ogden Standard-Examiner, March 20, 1966, 11). The stockyards was still feeding, watering and resting about 350,000 head of livestock en route by rail to other destinations (Ogden Standard-Examiner, April 5, 1966, 39).

"Unfounded reports that Ogden Union Stockyards is going broke and that the business is for sale have been damaging," was the quote from Manager William Liberty that led a story with the headline, 'False Rumors Hurt Stockyards,' on page 8 of the April 15, 1968, Ogden Standard-Examiner. The management of the yards, following a move three years earlier by their parent company in Denver, had withdrawn marketing privileges from commission companies operating in the yards. The justification for the move was that the commission companies diverted cattle from the auction ring, avoiding the payment of yardage fees connected with the auction, and thus reducing the profits of the stockyards company.

Within three years closure of the Ogden Union Stockyards was no longer a rumor, but a reality. The stockyards ended operation January 29, 1971, putting fifty employees out of work. W.R. Liberty gave increased operating costs, declining receipts of livestock for auction, and the closing of the Swifts packing plant as the reasons, noting that the owner, Denver Union Corporation, planned development of an industrial park on the 120-acre site that included fifty acres added to the original 70-acre site the previous year (Ogden Standard-Examiner, January 18, 1971).

The Ogden Standard-Examiner printed an editorial eulogizing the stockyards the day after the closure was announced, commenting that it was no surprise, but part of a national trend that had been underway for years.

The first of the major livestock yards to close were those in Los Angeles. Their site is now occupied by a thriving industrial complex with far more workers on the job now than at the peak of the livestock industry's activity.

It was announced last October that the Chicago Union Stockyards will stand empty on Feb. 1 for the first time in 105 years as the handling of meat animals is discontinued there.

Denver's livestock yards are now only a shadow of what they used to be, so far as meat packing is concerned, and are also giving way to the warehousing operation.

The markets at Kansas City and Omaha are still going, but no one in those cities will predict how long they will continue. Major packing companies have already left the Nebraska and Missouri centers for more efficient locations closer to the feed pens and other sources of supply.

At one time there were two to three hundred railroad cars a day coming into the Ogden yards. With the advent of truck transportation, rail shipment of livestock has almost disappeared.

Instead of big auction yards and slaughter houses, the livestock industry has evolved a new pattern of contract raising of animals, supplemented by purchases at so-called country auctions, with the animals processed in what amount to "meat factories."

The closing of the stockyards and the Swift and Company meat packing plant meant Ogden could no longer call itself the livestock capital of the intermountain west. More than 500 people who had worked at the two enterprises would need other employment, most likely in the City's growing warehousing businesses. The Denver Union company had already completed two buildings and was working on a third on the fifty additional acres it had bought next to the Ogden stockyards. The location was ideal for industrial development with its network of railroad tracks and access to the interstate highway system.

The editorial eulogy concluded with the snipe, "Still, the old cliché about an ill wind applies here, too. The wind that blows in downtown Ogden from the west will no longer have that characteristic livestock odor. And that should make industrial development here even more desirable" (Ogden Standard-Examiner, January 19, 1971, 4).

That livestock odor was on the wind again when autumn and the livestock show rolled around. In the years following the Ogden Livestock Show's inception as an education and livestock breed improvement program for the livestock industry it became an institution. It's prominence as the fourth largest livestock show in the country was celebrated by changing its name to the Golden Spike National Livestock Show in 1955, but by 1965 it had begun to lose its luster. The show's prestige declined that year when it lost the Hereford Registry of Merit rating with the withdrawal of support by the Intermountain Hereford Breeders Association and the American Hereford Association. When the officers and majority stockholders of the Ogden Livestock Show, Inc., dissolved the organization that had overseen its operations that same year, Weber County pledged to continue the show. By its fiftieth anniversary in 1968 a newspaper ad still billed it as a "Million Dollar Exposition" and one of the nation's largest livestock shows, but it was staged primarily for entertainment with horse shows and rodeo events as its centerpiece (Ogden Standard-Examiner, March 24, 1968, 61).

Plans to demolish the stockyards facilities and develop the site as an industrial park presented Weber County with another dilemma for the livestock show in 1971. The County owned the coliseum building, but not the property on which it was located. The issue was resolved when the county commission paid \$68,920 to the Denver Union Stockyards Company for nine acres surrounding the coliseum that included corrals, hog barns, sheep barns, scales, water system, and stock pens, plus a heavy duty loader. The commission approved another \$52,849 for the purchase of the Exchange Building, which was used as a job-training center for youth (Ogden Standard-Examiner, November 30, 1971, 13).

### **Neglect and Renewal**

In a 1977 photograph (Image 3) owned by Ogden City the coliseum appears to be in good enough condition that Weber County seriously considered closing it and selling the property as part of a proposal to relieve a \$1 million deficit. The idea was rejected and the facility remained in use until 1988 when it was replaced by the new Golden Spike Arena and county fairgrounds (Ogden Standard-Examiner, February 3, 1977, 15; Roberts & Sadler, 1997, 325). The County had just signed a contract for \$105,000 to sell the vacant coliseum for warehouse use to military surplus wholesaler Smith & Edwards when it burned to the ground on August 27, 1993, the suspected cause was arson. The annex, which housed the ice skating rink, was also destroyed. A January 1994 news story reported a silver lining, despite confirmation by Ogden Fire Marshall Bob Wright that an accelerant was used to start the fire on the wooden stairs at the south end of the rodeo arena and the arsonist had not yet been caught. Weber County had already received an insurance check in the amount of \$250,000 and expected additional payments based on the replacement value of the facilities (Desert News, August 30, 1993; January 3, 1994).

Another fortuitous occurrence was that Wayne L. Balle completed documentation on the four major buildings remaining on the stockyards property in March 1992. The Historic Site Form and accompanying photographs on file at the Utah State Historic Preservation Office provide a record of the condition of the coliseum and annex a year-and-a-half before the fire, along with descriptions of the exchange building and sheep barn.

Coliseum: Built in 1926, the structure, which measures approx. 180' x 300', is comprised of brick exterior walls and exposed steel roof trusses which span the entire width of the building. The symmetrical main façade of the edifice is designed in the Mission Revival style. The main central entry and the smaller flanking entries are detailed with intricately detailed terra cotta forms. The front part of the building consists of two floors – the main level was used for offices, restaurants, etc., while the upper level served as a large dance floor, conference room, etc. The main coliseum space behind this front portion is essentially two stories tall with a raised central ceiling bay which contains clerestory windows. The coliseum space is flanked on either side by holding pens in a single story space. Auxiliary spaces were added to the rear of the building in subsequent years. The exterior of the building is virtually unaltered. The building is currently vacant and is in a state of disrepair. See photos 21-44. (Architect: Leslie S. Hodgson)

Sheep Barn: Built in 1930, this structure is comprised of brick exterior walls and a wood frame roof structure. Measuring approximately 225' x 300', the interior space is completely open with the exception of the numerous wood posts which support the roof. The main façade consists of a symmetrical tri-partite arrangement with a central, main entry and two smaller, corner entries on each end of the windows which are simple, yet strong design elements. The side elevations are comprised of a series of repeating bays which employ a stepped cornice, reflecting the roof design which provides light and air through repeating south face clerestory windows. The structure is virtually unaltered and is in fair condition. See photos 49-64. (Architect: probably Hodgson)

Exchange Building: Built in 1931, this brick two-story office building was designed in the Art-Deco style and consists of a central block with projecting wings. Measuring approximately 40' x 180', the building is organized into a series of bays, three wide by eleven long, each divided by vertical piers which are capped by pre-cast concrete elements expressive of the Art-Deco style. Integrated into these pre-cast elements are images of the animals handled by the stockyards including sheep and swine. The main entry, which is three bays wide and 2-1/2 stories tall, is articulated by three large round arched windows. The central main doors lead to an interior vestibule which opens into the full height main foyer. This foyer is richly detailed with intricate cast-in-place concrete elements including ceiling coffers and column capitals. Decorative floor tiles add to the richness of the space. Hallways on two levels extend from the main foyer into the office wings. The hallways are enriched by the rich wood doors, transoms, and casings, as well as crown mold and chair rails. The structure has fallen into disrepair yet is virtually unaltered. Door and window openings on the main level have been covered by plywood to prevent vandalism. See photos 1-20. The building is currently owned by Weber County and is being used for storage. (Architect: Hodgson)

Coliseum Annex: Built in 1938, this brick structure was built directly to the west of the main coliseum. Covered by a gable roof supported by exposed steel roof trusses, the interior space is completely open with no interior supports. Clerestory windows at the roof peak bring light into the space. The main façade is divided into five bays, each with a round arched window. The original main entry, now covered by an unsympathic (sic) addition, was centrally located on the south elevation of the building. The structure currently houses the Weber county Ice Rink. See photos 45-47, 66, 68. (Architect: prob. Hodgson)

Balle's conjecture that Hodgson designed the Sheep Barn was verified by Fullmer (1991). His assumption that the Coliseum Annex was also by Hodgson was incorrect. Further research would be needed to discover which architect the Denver Union Stockyards Company retained to design the building when they agreed to pay half the cost of construction on condition that they choose a firm from their base of operation in Denver. The photos referred to in the descriptions above are not included with this report. They can be viewed at the Utah State Historic Preservation Office along with the original Historic Site Form prepared by Balle.

The Golden Spike National Livestock Show Coliseum and annex remained vacant after the county moved into the new Golden Spike Arena at the fairgrounds in 1988. The conflagration that consumed them in 1993 left the abandoned stockyards site even more bereft. The sheep barn, touted as the most modern of its kind when new, began collapsing from neglect. The vacant livestock exchange building became a wellspring of urban legend about paranormal activity allegedly observed there. Signs of new life began sprouting in recent years among the invasive weeds and volunteer trees that occupy the cracks in the remaining concrete in the vacant yards. HCI Dyce Chemical operates out of two buildings it constructed on 5.85 acres it bought on the former site of the coliseum and annex several years ago. Approximately thirty-four acres of the original stockyards site is slated for redevelopment by Ogden City beginning in 2014.

## **B. Historical Context**

The establishment, expansion, decline and closure of Ogden's Union Stock Yard followed national trends in the production and transportation of livestock and the meat packing industry. Rail shipping of sheep, cattle and hogs developed in concert with the consolidation of large slaughterhouses, meat packing plants, and animal by-products processing facilities at rail hubs, aided by the railroads that profited from the operations. The large stockyards that were needed to feed, water and rest animals in transit and hold them for slaughter became multipurpose facilities hosting auctions and livestock exhibitions.

Ogden's rise to fame and fortune as the livestock center of the intermountain west began modestly when trapper and fur trader Miles Goodyear, seeing the decline in the fur trade, settled down and began raising crops and livestock. He completed a small stockade called Fort Buenaventura in 1846 on the west bank of the Weber River about two miles south of its confluence with the Ogden River and about one-half mile west of the end of Ogden's current 28<sup>th</sup> Street (Weber County 2014). The site once occupied by the Ogden Union Stockyards is located four blocks directly north of Weber County's Fort Buenaventura Park that celebrates and interprets the first permanent settlement in Utah by people of European descent.

Goodyear's settlement presaged the arrival of other settlers to the region. Mormon immigrants entered the Salt Lake Valley July 24, 1847, and almost immediately began to send out exploring parties to look for arable land on which to establish settlements. Jesse Little led a group to Fort Hall, Idaho, in August 1847. They called on Miles Goodyear en route and noted the productivity of the land on which he was raising corn and vegetables. James Brown was authorized by Mormon Church leadership to buy Fort Buenaventura from Goodyear in November 1847. His sons Alexander and Jesse took possession of the property January 13, 1848, followed by their father and a small contingent of other families on March 6, 1848, establishing Brownsville as the first Mormon settlement in the valley. The city of Ogden was surveyed under the direction of Brigham Young two years later (Roberts and Sadler, 1997, 54-55, 60).

Ogden and the villages surrounding it survived the early years of settlement on the scant crops they were able to plant and harvest and the small herd of cattle purchased from Miles Goodyear. A few small trading companies started operation in the 1850s, but it was the 1860s before substantial progress was made in the establishment of mercantile institutions. Outside goods had

to be brought in by freight wagon, and local manufacturing was limited by available resources. Roberts and Sadler observed, "Many of the early industries before the coming of the railroad in 1869 were mills to process timber into lumber, grist into flour, sugar cane (sorghum) into molasses, and wool into textiles (1997, 84-88).

The driving of the golden spike at Promontory, Utah, on May 10, 1869, that celebrated the completion of the transcontinental railroad marked the beginning of Ogden's rise to prominence as the "junction city" of the Union and Central Pacific railroads. Production of goods that had begun on a small scale as an outgrowth of subsistence living, expanded with the development of infrastructure and access to markets (Roberts and Sadler, 1997, 107).

The stock car was one of the first specially designed railroad freight cars, its purpose to transport live cattle from the West to the markets in the East and Midwest.

The much-romanticized cowboys and cattle drives of the 1860s to 1880s that brought Texas beef to the railheads at Dodge City and Wichita, Kansas, became possible only with the availability of the stock car. Ogden, too, was a shipment point for livestock. Maps from 1874 show a large "horse corral" and large stockyards served by Central Pacific. By 1889, large stockyards and horse corrals were located on Central Pacific between the CP tracks and the Weber River. These stockyards were jointly served by both the standard-gauge (rail)roads, Union Pacific and CP, as well as by the narrow-gauge D&RGW (and later standard-gauge Rio Grande Western). In May 1898, both Rio Grande Western and Oregon Short Line signed an agreement with UP that allowed the two companies access to the "Stockyard or Stock Corral." (Strack, 2010)

The livestock industry that began with Miles Goodyear's collection of a variety of animals had evolved to the point in 1892 that the first cattlemen's congress in the United States was held in Ogden, with representatives from fifteen states. The Ogden Packing Company began operation in 1901 with an investment of \$7,500. It built its first packing plant in 1906 and was joined by a second meat-packing operation in 1914. The expanded and renamed Ogden Packing and Provision Company employed 240 people by 1916 and was the largest packing house west of Omaha a year later (Murphy, 1996; Roberts and Sadler, 1997, 234, 240).

The livestock handling facilities in Ogden grew along with Utah's livestock industry and the growth of livestock shipping by railroads. The 1905 federal law requiring the feeding and watering of livestock at least every thirty-six hours during transit was a boon to Ogden, located at the interchange between the Southern Pacific and the Union Pacific railroads. By 1916 it was apparent that the extensive stockyards shared by the railroads could not remain in the railyards among their expanding service facilities. The Ogden Union Stock Yards began operation on its new site west of the Weber River on April 1, 1917. The Ogden Livestock Show was organized in 1918 as a new auctioning center for the livestock producers and cattle brokers to promote the industry and improve herds. The sprawling stockyards served both the railroads and the meat packing industry. In addition to handling and processing beef, Ogden developed into the sheep center of the west and later became home of the largest lamb slaughtering industry in the nation (Strack, 2010).

The stockyards, the Swift & Company plant, and to some degree Wilson & Company on Wilson Lane (Exchange Road) were the focus of the area's livestock industry. The American Packing & Provisioning Company was sold to Swift & Company on July 24, 1949. The company continued to maintain a large lamb processing plant in Ogden, shipping whole lamb carcasses hung in specially equipped Pacific Fruit Express iced refrigerator cars to the lamb markets in New York and Philadelphia. Swift & Company closed its Ogden plant November 13, 1970, after finishing a new facility in Sacramento, California. One thousand workers lost their jobs as a result of the closure (Strack, 2010).

When the word livestock is used, many will think of cattle. At the Ogden stockyards, livestock meant sheep. The total numbers of sheep that passed through Ogden was always at least three times the numbers for cattle, and in some years it was four times. The peak year for numbers of animals was 1945, with almost 1.8 million head of sheep, 300,000 head of cattle, and 350,000 hogs. The year 1945 was also the peak year for livestock-related rail traffic, with 20,000 cars of sheep, 19,000 cars of cattle, and 6,000 cars of hogs being either unloaded at Ogden, or loaded after sale, or re-loaded after the prescribed four-hour rest period. Sheep and the processing of lamb and mutton was the reason Swift & Co. purchased the American Packing & Provisioning Co.'s plant in Ogden in 1949. The Swift plant in Ogden furnished almost all of that company's lamb and mutton meat for Eastern markets. (Strack, 2010)

The peak years for sheep sales at the Ogden Union Stock Yards were between 1936 and 1944. The facility saw its highest revenue of \$87 million in 1949. When meat packers began buying directly from producers in the late 1940s and early 1950s the profits of the middlemen in the stockyards and cattle broker businesses began to decline. Rather than bringing animals to the large packing houses, the meat packing companies opened plants next to feedlots. All the large meat packing plants in Chicago were closed by 1960. In 1970 the Chicago Union Stock Yards, the largest stock handling facility in the world, closed due to lack of business.

Direct sales and the rise of livestock trucking continued to erode livestock traffic and profits at the Ogden Union Stock Yards. Strack (2010) stated, "While the ratios between sheep, cattle and hogs stayed the same, the volume changed from the 1945 peak of 2.4 million head to 594,000 head in 1960, to just 168,000 (a more than 90 percent reduction from 1945) in 1970, the stockyards' final full year.

Ellis (2014a) noted that the Union Stock Yard complex remained a prominent regional enterprise into the early 1960s, at which time the auction dwindled, and the facility was finally closed as an industrial enterprise. In subsequent years the property was used for small-scale, local livestock shows, 4-H activities, and similar events. By the 1990s, the property had been largely abandoned for livestock use. Over the last decade, general deterioration and intentional dismantling and demolition have removed many of the standing structures at the site.

## PART II. PHYSICAL INFORMATION

### Overall Site Conditions

Approximately thirty-four acres of the Union Stock Yard site is slated for redevelopment. An Overall Existing Conditions Site Plan was prepared using information from a 2014 ALTA survey and field photographs and sketches from site reconnaissance visits June 11, July 2, and July 11, 2014. Additional information was obtained from the Cultural Resource Assessment and IMACS Form for Site 42WB509 (Ellis 2014a, 2014b). The built features of the site, which predominate over natural features, were the focus of the documentation.

The Union Stock Yard site is located on a gently sloping floodplain of the Weber River between the Wasatch Mountains and the Great Salt Lake. Soils on site are medium brown silty loam, but exposed native soils are rare, and those are generally mixed with organic matter from the past agricultural use of the site and with fill material brought in for site development. Vegetation is limited due to the extensive concrete paving, and is dominated by invasive plants, such as thistle, mullein, cheat grass, puncture vine, and volunteer trees such as Siberian elm. Riparian vegetation, including cottonwood and poplar trees, reeds, and tall grasses, are present adjacent to the Weber River (Ellis, 2014b).

The Weber River and its associated riparian vegetation delineate and enclose the east and north edges of the property. Exchange Road defines the south boundary of the site. The ground plane is dominated by acres of concrete paving, much of it heavily scored with small squares and diamond patterns. Twenty-two pyramidal concrete loading ramps with shallow steps rise from the edge of the raised concrete loading dock in the northwest section of the site. Groups of intact and partially demolished wooden livestock pens remain in the south central area. A few of the wooden supports for the overhead pedestrian viaducts and portions of the catwalks on the top rails of the pen fences remain. The locations of demolished barns and pens and the alleys that connected them are marked by low concrete walls with remnants of posts, partial posts set directly into the concrete paving, and the different scoring patterns in the flatwork. The pen grid and access alleys are generally oriented north-south, east-west.

Vehicular access to the site remains on the periphery much as it was during the operation of the stockyards. Access to the gravel and compacted dirt roads on the interior of the site is from Exchange Road west of the Exchange Building and east of the HCI Dyce Chemical plant. All evidence of the railroad tracks that served the stockyards has been removed except for some piles of rail road ties. The first tracks that ran east-west through the center of the site were removed and replaced with concrete-floored pens after the final major improvements were completed in 1954 with the nine-track spur and sidings north of the Sheep Barn. All that remains at the location of the north spur is a weed-covered open space between the concrete loading dock and the river.

The stockyards site retains visual and physical connections to the remaining buildings on the packing house site east of the Weber River. The Exchange Road bridge and the train trestle across the river between Exchange Road and the Twenty-Fourth Street viaduct reinforce the

physical connection to the former railyard and packing house sites. The train bridge to the center of the site that served the two sets of spurs has been demolished. The livestock bridge to the slaughterhouse is still in place as a pedestrian connector on the trail system. The livestock and train bridges are at the center and top left of a 1940 aerial photograph (Image 2) with the meat packing plant in the foreground (WSU Photo No. 102). The river that was heralded in 1940 as a convenient sewer for the packing house and stockyards is now a recreational amenity. A pedestrian bridge provides Weber River Trail access to the east bank of the river in a northeast to southwest direction several hundred feet north of the former location of the train bridge. The Ogden Kayak Park on the west side of the river just north of Exchange Road is one of the facilities that was developed along the riverside trail system.

When the first pens and barns were built on the site the Hooper Canal ran in an open channel along the north side of Exchange Road from the Weber River to the town of Hooper. It was placed in a large box culvert approximately 388 feet long and twenty feet wide to accommodate vehicle traffic associated with the Exchange Building after its completion in 1931. The portion of the canal by the stockyards was abandoned and the exposed channel filled in after the point of diversion was relocated in 1963. The only evidence of the abandoned Hooper Canal is the exposed top of the box culvert (Ellis 2014a).

The vacant 1931 Exchange Building, 600 West Exchange Road, is the primary historic building remaining on the site and the only one scheduled to be retained and rehabilitated. The large Sheep Barn has collapsed with only small sections of brick walls and a few segments of the roof with its clerestory windows visible among the rubble. The ca.1920s Livestock Show Coliseum and the 1917 Hog Barn were still seen in a 1980 aerial (Image 5), but had been demolished when a 1992 aerial (Image 6) was flown (Ogden City Aerials 1980, 92). Ellis (2014a, 26-29) described twelve other buildings associated with the site at 550 West Exchange Road and assessed the NRHP eligibility of all thirteen extant buildings. Io Landscape Architecture recorded fourteen buildings and structures on the site. The table on the following page compares the two sets of findings. The following excerpt from Ellis' Cultural Resource Assessment (14) explains the eligibility codes in the table and describes how historic buildings are evaluated in Utah.

In Utah, all historic buildings documented at a reconnaissance-level are also evaluated using a rating system established by the Historic Preservation program at the SHPO. This rating system assigns one of four ratings to buildings based on the degree to which they retain historical and architectural integrity. These ratings are as follows:

ES - Eligible/Significant: built within the historic period and retains integrity; excellent example of a style or type; unaltered or only minor alterations or additions; individually eligible for the [NRHP] under criterion "C"; also buildings of known historical significance.

EC - Eligible/Contributing: built within the historic period and retains integrity; good example of a style or type, but not as well-preserved or well-executed as "ES" buildings; more substantial alterations or additions than "ES" buildings,

though overall integrity is retained; eligible for [the NRHP] as part of a potential historic district or primarily for historical, rather than architectural, reasons.

NC - Ineligible/Non-Contributing: built during the historic period but has had major alterations or additions; no longer retains integrity.

OP - Ineligible/Out-of-period: constructed outside the historic period.

**Table 2. Union Stock Yard Buildings**

<b>Io No.</b>	<b>Io Description</b>	<b>IMACS Number</b>	<b>IMACS Description</b>	<b>NRHP</b>
1	ca. 1945 one-story lean-to shed	550 W-01	c. 1945. One-story lean-to type shed exhibiting no particular style; clad in drop siding; no notable alterations; houses electrical boxes.	EC-rating: Eligible
2	ca. 1960 one-story wooden lean-to shed	550 W-02	c. 1960. One-story lean-to type shed exhibiting no particular style; clad in drop siding; wood sheet and stucco; alterations include modern doors and application of modern aluminum siding to soffits.	NC-rating: Ineligible
3	ca. 1980 single-wide trailer home	550 W-03	c. 1980. Single-wide trailer home exhibiting no particular style; relocated to property and placed on existing foundation.	Out-of-Period: Ineligible
4	1939 Auction Barn, two-story with asbestos shingle cladding	550 W-04	c. 1940. Two-story Other type building exhibiting Other style; clad in asbestos shingles; alterations include an out-of-period addition on east elevation and new windows throughout	NC-rating: Ineligible
5	ca. 1955 one-story lean-to shop building clad in concrete block and drop siding	550 W-05	c. 1955. One-story lean-to type former shop building exhibiting Post-WWII: Other style; clad in concrete block and drop siding; alterations include partial dismantling.	EC-rating: Eligible

6	1930 one-story Truck-In Division barn (three north bays); ca. 1940 south addition	550 W-06	c. 1940. One-story barn exhibiting Other style; clad in corrugated metal sheet and tongue-and-groove siding; alterations include boarding up of window and door openings.	EC-rating: Eligible
7	ca. 1960 one-story metal-clad canopy structure	550 W-07	c. 1960. One-story canopy style structure exhibiting no particular style; canopy clad in smooth metal sheets and supported by steel I-beams; no alterations noted.	EC-rating: Eligible
8	ca. 1940 one-story concrete block building	550 W-08	c. 1940. One-story 1-Part Block building exhibiting Other style; clad in concrete block; no alterations noted.	EC-rating: Eligible
9	ca. 1940 one-story metal barn/ shed building	550 W-09	c. 1940. One-story barn/shed building exhibiting Other style; clad in corrugated sheet metal; alterations generally limited to covering of several window openings with corrugated metal.	EC-rating: Eligible
10	ca. 1955 one-and-one-half-story concrete block building	550 W-10	c. 1955. One-and-a-half-story building of indeterminate type exhibiting Post-WWII: Other style; clad in concrete block and vertical plank siding; alterations consist of partial dismantling and removal of several windows and doors.	NC-rating: Ineligible
11	ca. 1940 one-story barn (scale house)	550 W-11	c. 1940. One-story barn/shed exhibiting Other style; clad in drop siding; alterations limited to boarding up of several window openings and the addition of two canopy structures (one prior to 1950 and one after).	EC-rating: Eligible

12	1930 Sheep Barn (collapsed)		c. 1930. Ruins of one-story barn/outbuilding (former Sheep Barn) exhibiting no particular style; clad in regular brick and drop siding; almost completely demolished ca. 2013.	NC-rating: Ineligible
13	1931 Livestock Exchange Building	600 W. Exchange Rd.	c. 1930. Two-story Other Public/Commercial building exhibiting Art Deco style. This building associated with property at 550 W. Exchange Rd. ES-rating: Eligible.	ES-rating: Eligible
14	ca. 1945 two-story building, corrugated metal cladding	610 W-3	c. 1945. Two-story Other type building exhibiting vernacular style; clad in corrugated metal siding; alterations limited to in-period additions to the side elevations.	EC-rating Eligible

### Small Scale Elements

The grid of livestock pens, loading chutes and alleys has been the major organizing feature of the stockyards site from its establishment through its various stages of renovation. The integrity of design, materials and workmanship is evident even with their advanced state of deterioration and partial demolition. Examples of existing pens, chutes, ramps, walls, concrete flatwork, watering troughs and hardware were documented with field sketches and photographs from which ten sheets of measured CAD details were prepared. The locations of the detailed elements are keyed under Notes on the Overall Existing Conditions Site Plan. The content of the each of the detail sheets is described briefly below.

Sheet 1. These drawings show two types of post and rail pen fencing, both with square posts, but one with rails spaced approximately 7/8” apart and the second with spacing at least a rail’s width apart. Half-round vertical board fencing with square posts was also detailed. The boards project almost 2-1/2’ above the top rail. Photographs dated 1926 (Image 7) and 1927 (Image 8) show cattle in pens with square posts and widely-spaced rails. The pens feature built-in mangers that extend through the fence rails into adjacent pens. The fence posts are topped by flat caps one board wide. Catwalks three boards wide run between sets of pens. Painted numbers are clearly visible on gates in the 1927 photograph (Image 8). (WSU Photos No. 007, 117)

Sheet 2. Triangular hay bale storage racks were built into the corners of some stock pens. Baled hay in the racks is highlighted in bright yellow on a 1940s postcard (Image 9) titled, “Stock Yards, Ogden, Utah.” The postcard is a colorized version of an undated photograph (Image 10) of the stockyards. (WSU Image No. 3899; USHS Photo No. 20722)

Sheet 3. The pens built in 1954 used an innovative design with round posts that minimized bruising of the livestock. The posts were split in half with the horizontal rails secured between the post halves that were set into the concrete pen floors.

Sheet 4. The posts in these pens were set into concrete walls or footings suggesting that the posts may have supported a roof, but then were cut down to fence height when the roof was removed. Further research would be needed to confirm this.

Sheet 5. The cast concrete watering troughs were touted as one of the modern pen amenities when the stockyards were built in 1917 and their use continued to be noted during subsequent expansions. The troughs were arranged in groups of four running east-west near the corners of intersecting pens. The construction date of the wooden watering trough is unknown. A pair of the pedestalled concrete watering troughs can be seen in the corners of adjoining pens in a 1926 photograph (Image 11; WSU Photo No. 005).

Sheet 6. These concrete chutes have gentle slopes and cheek walls of board-formed concrete.

Sheet 7. The pyramidal concrete loading chutes built in 1954 had two pens at each chute, one for loading the upper deck of the railroad cars and a second for the lower deck. Sheep and hogs were shipped in these double-decker cars, but all kinds of livestock could be loaded and unloaded with these chutes. The shallow stair-step construction with a 3:10 riser/ tread ratio reduced the chance of animals slipping or falling. Each chute with its two pens required nine gates.

Sheet 8. These concrete chutes at the truck loading dock used the shallow stair-step configuration seen on the pyramidal railroad loading ramps to give livestock better footing.

Sheet 9. The concrete in the livestock pens was sloped and scored to drain to an inlet at the intersection of sets of four pens. Any overflow from the concrete watering troughs in the pen corners would be carried away in the piped drain system along with animal waste slurry and stormwater. The score patterns in the alleys and on the ramps probably gave the livestock better footing during inclement weather as well as channeling water toward the drains.

Sheet 10. This sheet documented a variety of metal hinges, latches, u-bolts, and hex-head and square-head bolts that remained affixed to the pens.

### **Landscape Character and Integrity**

Despite the loss of major buildings and the demolition of many of the pens and chutes, the Union Stock Yard site retains substantial character-defining features that convey a sense of its historical significance as an industrial agriculture operation under all seven measures of integrity.

Location. Once the stockyards operation was moved across the Weber River from the railyards to the 70-acre site on the west side, it remained at the location until its closure in 1971, with

some of its facilities still in use until 1988 in association with the Golden Spike National Livestock Show and other events held at the Coliseum.

Setting and Association. The Stock Yard site retains integrity of setting and association as well as location. The Ogden stockyards developed as a necessity for the railroads and as an adjunct to the burgeoning meat packing industry in Ogden. The original stockyards were located in Ogden's expanding railyard next to the city's first meat packing plant. The construction of mechanical support facilities in the railyard made it necessary to relocate the stockyards, but near enough to be convenient to railroad spurs and meat packing facilities. Feed mills and feedlots sprang up near the stockyards as livestock production, sales, slaughtering and processing grew.

A small residential neighborhood with modest homes provided housing for some of the industrial workers south of the stockyards. The Weber River and Wilson Lane (now Exchange Road) defined the edges of the stockyards site at the time of its development in 1917 and continue to do so today. The present industrial feel of the neighborhood and the continued enclosure of the site by the bow of the river and its riparian vegetation are reinforce the historical character of the stockyards' setting and its association with the rise and fall of the livestock, meat packing and railroad industries in Ogden.

Feeling. The Art Deco Livestock Exchange Building with its animal head reliefs and once-elegant interior evokes the era when boosters promoted Ogden as the livestock capital of the intermountain west. Standing on the stockyards site among the pyramidal concrete loading chutes, raised loading docks, acres of scored concrete paving, and remnants of pens, all enclosed by the trees at the river's edge, one can imagine the sights, sounds – and smells – of the stockyards in its heyday. Commission traders, buyers and sellers, auctioneers, livestock show participants, yard employees and managers, and railroad workers all moving about on the catwalks above and the alleys between livestock-filled pens. Men lean on the guardrails of the pedestrian viaducts between the Exchange Building, Sheep Barn and Coliseum surveying the activity below, speculating on commodities prices. That sense of place remains.

Design, Materials and Workmanship. The layout of the yards is similar to that of the other large stockyards of the era, but the designer or designers, are unknown. The grading of each pen to drain to a shared inlet attached to a piped underground drainage system demonstrated the care that was exercised with site engineering. Evidence of the craft of the workers who built the stockyards persists in the durability and finishing of the concrete, the construction techniques followed on the pens and chutes, and the hardware and fasteners used on the fences and gates. The 1954 concrete chutes and split-post pen fencing were certainly copied from innovations developed elsewhere, based on the newspaper articles about them, but no source was given. The pedestalled concrete watering troughs have an elegance of form that belies their industrial use, but justifies the bragging about them that accompanied their initial installation and their subsequent use with each expansion. Their provenance remains a subject for further research.

The importance of the livestock industry was further demonstrated by the number of architect-designed buildings commissioned at the stockyards. None was more iconic than the brick, two-story Art Deco Livestock Exchange Building designed by Hodgson and McClenahan. It is still

virtually unaltered, contributing to the integrity of the site despite sitting vacant for years. The building is being documented separately to prepare for its rehabilitation and reuse as the centerpiece of the site's redevelopment.

### **PART III. SOURCES OF INFORMATION**

Information for the Site Development History was found primarily in issues of The Ogden Standard from 1916 to 1922 and The Ogden Standard-Examiner from 1920 to 1977 accessed online at the Chronicling America: Historic American Newspapers website of the Library of Congress and the Newspapers.com website.

Ogden City provided several historic photographs and a 1931 blueprint of an unattributed site plan that was scanned by the Special Collections Department, Stewart Library, Weber State University (WSU). The Stewart Library Special Collections staff scanned additional historic photographs from their files and provided digital copies to the research team.

A source that was not investigated was The Ogden Livestock Digest published by the Ogden Union Stockyards Company. Ogden City provided photographic excerpts from a copy of the 1932 Livestock Show issue of Digest. The issue is in the possession of an Ogden resident. An online search for scanned copies of the Digest was unsuccessful, but a publication titled, "List of Periodicals Currently Received in the Library of the United States Department of Agriculture" indicated that copies of The Ogden Livestock Digest were submitted to that library. No copies were found in local library collections.

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**PART IV. PROJECT INFORMATION**

The project was funded by Ogden City. Assistance with archival research was provided by Sara Meess, Project Coordinator, Ogden City Business Development Office; Greg Montgomery, Ogden City Planning Manager, and Sarah Langsdon, Associate Curator of Special Collections, Stewart Library, Weber State University. The documentation of the Union Stock Yards was done by Io Landscape Architecture under the supervision of Susan Crook, ASLA, PLA; and Shalae A. Larsen, ASLA, PLA; principals. Rachel Lingard, Associate, and Meredith Nigh, Intern, conducted reconnaissance on the site and completed measured drawings summer 2014. The historian was Susan Crook.

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**Image 1. 1930 Oblique aerial of stockyards looking northwest below center of site**

This aerial was taken before September 10, 1930, when construction started on the new Livestock Exchange Building. The original brick and concrete Exchange Building is the two-story, flat-roofed square structure below the large barn near the top left identified by the sign painted on it as the Livestock Show Coliseum. It continued to be used as a stock barn after the 1926 Coliseum was built. The gable-roofed building in the top left corner is probably a hay barn. The large monitor-roofed building just right of top center is the original sheep barn constructed in 1917 when the Ogden Union Stockyards began operation on the site. An identical barn for hogs was built at the east side of the site not visible in this image. The tree-lined Hooper Canal runs in an open channel north of Wilson Lane (later Exchange Road) from lower right to upper left. (WSU Special Collections, Photo No. 011, 1930)



**Image 2. 1940 Oblique aerial of stockyards looking southeast**

This 1940 aerial (Image 2) taken from the northwest shows the improvements completed in the previous decade. Beginning near the center and moving counterclockwise, the changes include: construction of the large Sheep Barn and demolition of the one that matched the hog barn, a new pedestrian viaduct across the pens and tracks to the Sheep Barn, completion of the new Exchange Building and demolition of the original one, completion of the Coliseum Annex and the new Truck-in Division and additions. The lighter area left of the Sheep Barn is bare soil being prepared for construction of more pens. (WSU Special Collections, Photo No. 001, 1940)



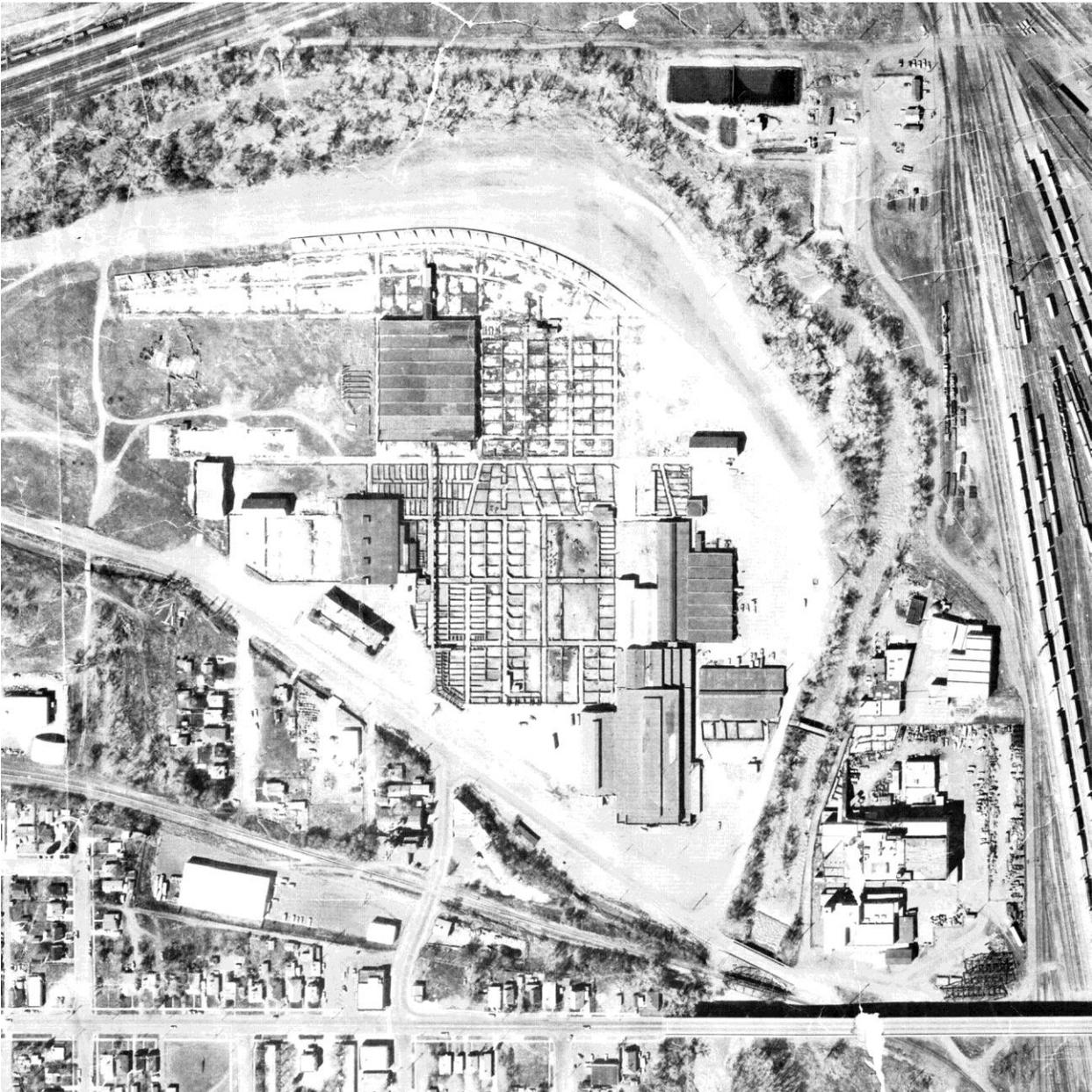
**Image 3. 1977 Perspective of Coliseum façade and west side; east corner of Annex at left**

The condition of the Coliseum in 1977 was good enough that Weber County considered closing it and selling the property to help reduce a \$1 million deficit. (Ogden City Planning Department, 1977)



**Image 4. 1940 Aerial of American Packing & Provision Company; east side of stockyards**

The train bridge from the railyard to the stockyards is at top center. The tracks split to the set of sidings at the north edge of the site and three tracks lined with loading chutes and pens through the center of the site. The livestock bridge from the packing plant barn and corrals on the west side of the river to the slaughterhouse on the east side is at left center with the packing plant at the center. The three original north bays of the Truck-In Division shed with its clerestory windows and the later four-bay addition are behind the large monitor-roofed packing plant barn. The 1917 hog barn is left of the Truck-In Shed. The northeast corner of the Coliseum and the additions to its north end are at the far left center below the hog barn. (WSU Special Collections, Photo No. 102, 1940)



**Image 5. 1980 Aerial of stockyards, packing plant; 24<sup>th</sup> Street Viaduct at bottom**

The ca. 1920s Livestock Show Coliseum and the 1917 Hog Barn were still seen in this aerial. The ca. 1920s Coliseum is the rectangular building with the four square cupolas on the roof located below the southwest corner of the large Sheep Barn in the top left quadrant. The Hog Barn is the long, skinny building running north-south above the right side of the additions to the 1926 Coliseum in the lower right quadrant. Most of the pens and chutes were still intact. (Ogden City, Aerial, 1980)



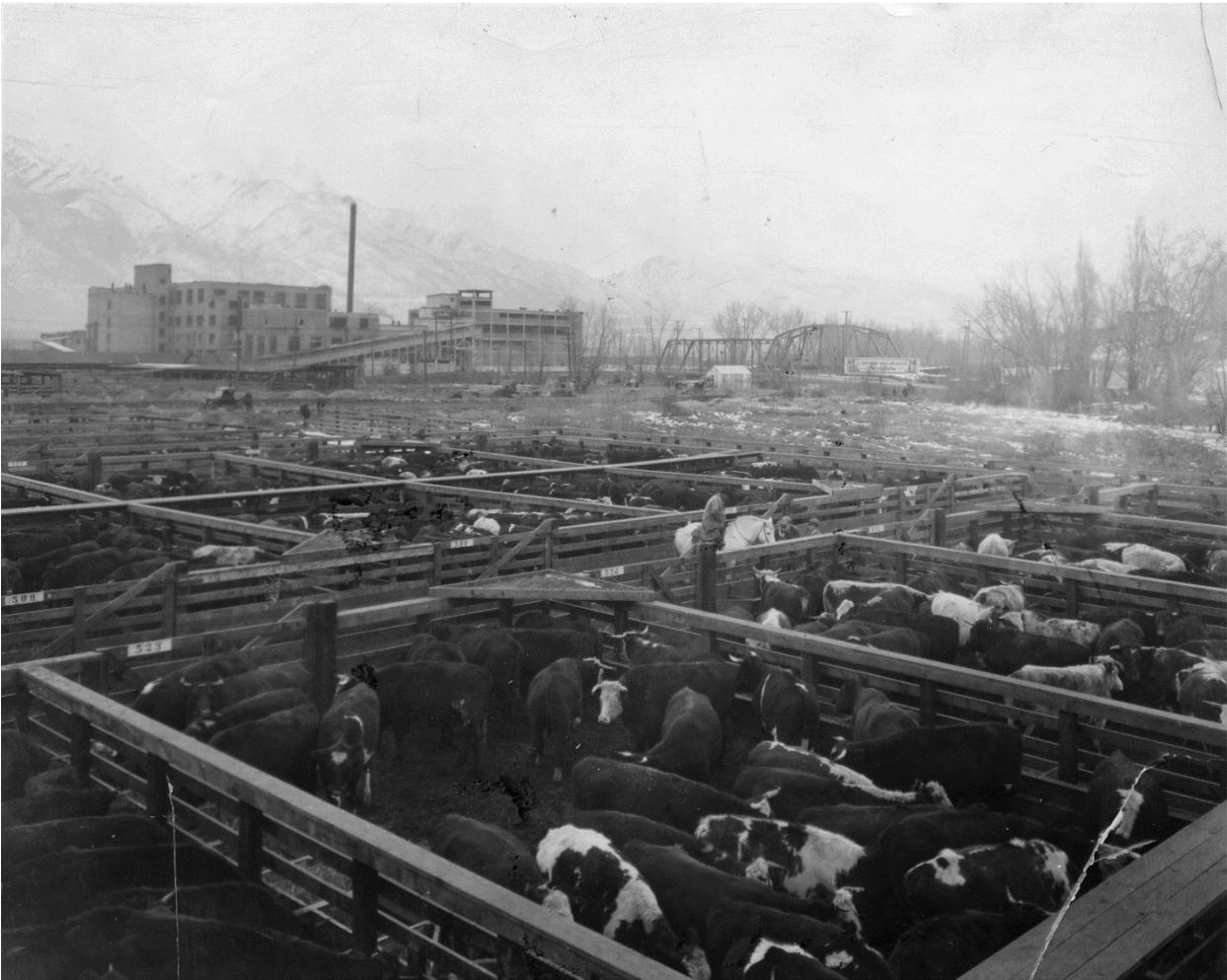
**Image 6. 1992 Aerial of stockyards, 24<sup>th</sup> Street Viaduct at bottom**

The ca.1920s Livestock Show Coliseum and the 1917 Hog Barn had been demolished when this aerial was flown. The 1926 Coliseum and Annex were still standing. They were destroyed by an arson-caused fire a year later. (Ogden City, Aerial, 1992)



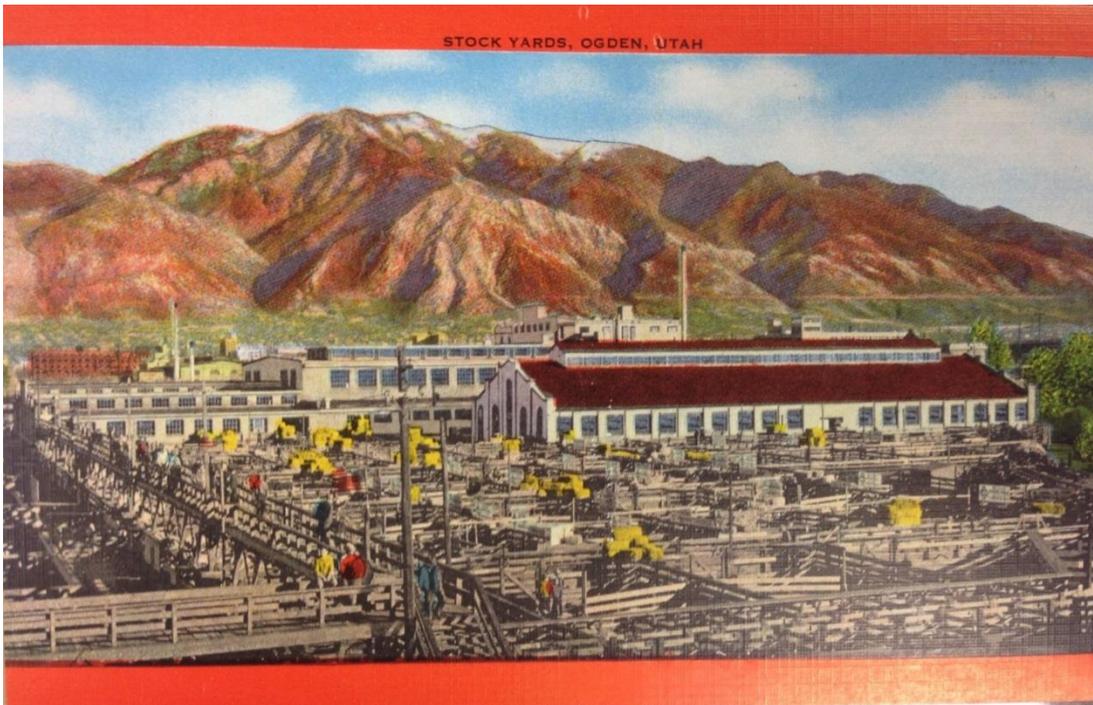
**Image 7. 1926 perspective view of stockyards pens looking southwest**

Cattle in pens with square posts and widely-space rails. Note the built-in mangers and men on catwalks between pens. View is toward the southwest looking across Wilson Lane (later Exchange Road). (WSU Special Collections, Photo No. 007, 1926)



**Image 8. 1927 perspective view of stockyards pens looking southeast toward packing plant**

The square posts that support the widely-space rails in these pens are topped by flat caps one board wide running east-west and by catwalks three boards wide running north-south. Empty hay racks are in the corners of pens next to the alleys. Painted numbers on a white background are clearly visible on gates. The view is toward the southeast with the meat packing plant in the background and the Livestock Show Coliseum noticeably absent. The photo is dated 1927 but must have been taken before autumn 1925 when construction began on the Coliseum. (WSU Special Collections, Photo No. 117, 1927)



**Image 9. 1940s color postcard of stockyards; Annex center right with Coliseum behind**

This colorized postcard emphasizes the bright yellow baled hay on the triangular racks in the corners of the pens. (WSU Special Collections, Image No. 3899, 1940s)



**Image 10. Undated perspective photograph of stockyards, Annex center right**

The photo used for the colorized postcard with the hay racks. The Annex is at right center with the Coliseum behind. (USHS Classified Photo Collection, Photo No. 20722, undated)



**Image 11. 1926 perspective of stockyards pens looking northwest**

A pair of pedestalled concrete watering troughs can be seen in the corners of the adjoining pens in the foreground. The photo was taken looking slightly northwest. The large building behind the monitor-roofed shed is a stock barn that served as the first livestock coliseum. (WSU Special Collections, Photo No. 005, 1926)